

# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXIII. No. 4281. 號一廿月三年七十七百八千一英

HONGKONG, WEDNESDAY, MARCH 21, 1877.

日七初月二年丑丁

Price, \$24 per Annum.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORCH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRACON & Co., 150 & 151, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

CHINA.—SWATOW, QUELON & CAMPBELL, Amoy, WILSON, NICHOLS & Co., Foochow, HENDERSON & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Manila, C. HENDERSON & Co., Macao, L. A. DA SILVA.

## Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars. RESERVE FUND, \$500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOPKINS, Esq.

Deputy Chairman—F. D. SASSON, Esq.

AD. ANDER, Esq. HON. W. KEWICK, Esq.

E. R. BELLON, Esq. A. McIVER, Esq.

W. H. FORBES, Esq. ED. TOSTIN, Esq.

## CHIEF MANAGER.

Hongkong, . . . THOMAS JACKSON, Esq.

Shanghai, . . . EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

## HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months, 2 per cent. per annum.

„ 6 „ 4 per cent. „ „

„ 12 „ 5 per cent. „ „

## LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Draws, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Office of the Corporation, No. 1, Queen's Road East.

Hongkong, March 21, 1876.

## Notices of Firms.

### NOTICE.

MR. DALTON SAYLE was admitted a Partner in our Firm on the 31st of July, 1876.

SAYLE & Co.

Hongkong, March 16, 1877. ap16

## PENINSULAR & ORIENTAL STEAM NAVIGATION Co.

### NOTICE.

FROM This Date and until further notice, Mr. ADAM LIND will take Charge of the COMPANY'S BUSINESS at this Port.

By Order of the Managing Directors, A. McIVER, Superintendent.

Hongkong, March 15, 1877. mc22

### NOTICE.

MR. EDWARD BURNIE will Conduct the BUSINESS of my Office, during my Temporary Absence from the Colony.

R. B. CAIRNS, Surveyor to Local Offices, and Lloyd's Register of Shipping.

2, Club Chambers, Hongkong, March 17, 1877. sc18

### NOTICE.

MR. FERDINAND NISSEN has been compelled to retire from our Firm in consequence of failing health, and his interest and responsibility ceased on the 31st December last.

MR. NICOLAUS AUGUST SIEBS has been authorised to sign for us by Procuration.

We have this day reopened a branch of our Firm at Canton.

SIEMSEN & Co.

Hongkong, January 1, 1877. ap2

### NOTICE.

WE have been appointed AGENTS for the AMERICAN SHIPMASTERS' ASSOCIATION.

ARNHOLD, KARBURG & Co.

Hongkong, February 2, 1877. sp2

### NOTICE.

MR. FRANCISCO M. GONCALVES is authorised to sign our Firm per Procuration.

ROZARIO & Co.

Hongkong, March 15, 1877. mc22

## Notices of Firms.

### VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Under-signed.

WM. CRUIKSHANK, Manager.

Hongkong, November 21, 1876.

### NOTICE.

THE Partnership hitherto existing between the Under-signed under the name of MESTERN & HULSE has this day been dissolved by lapse of time, and the signature of the Firm will henceforth be used for the Liquidation only.

C. J. MESTERN, W. HULSE.

Canton, December 31, 1876. ap2

## Auctions.

### GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya Central, on

### FRIDAY,

the 23rd March, 1877, at Noon,—

An Invoice Counting House Stationery, comprising: Cream and Blue Laid Post and Note Paper, Blue Laid Foolscap, Blotting Paper, Blank Account Books, Steel Pens, Pencils, Inkstands, Rulers, Paint Boxes, &c. Cash Boxes, Trays, Watch Glasses, Wall Paper, Felt Hats, Silk Umbrellas, Towels.

### Also,

Iron Chests.

20 boxes California Apples.

3 „ „ Peas.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.17.

The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, March 20, 1877. mc23

## PUBLIC AUCTION.

LAMBERT, ATKINSON & Co. have received instructions to sell by Public Auction, on

### THURSDAY,

the 29th March, 1877, at 2 o'clock p.m.,—

ON THE SPOT

(Unless previously disposed of by Private Sale).

That Piece or Parcel of GROUND, situate in Queen's Road East, Registered in Land Office as Inland Lot No. 54,

comprising 10,000 square feet, measuring from North to South 100 feet, and from East to West 100 feet, with a substantial Brick Dwelling House and Out-houses built thereon, known as "Carlton House." Annual Crown Rent, \$131.40.

### And,

That Piece or Parcel of GROUND, situate in Queen's Road East, Registered in Land Office as Inland Lot No. 768,

comprising 6,000 square feet, measuring from North to South 150 feet, and from East to West 40 feet, with a substantial Brick Godown built thereon.

### Also,

That Piece or Unbuilt Levelled GROUND, attached to the above Lot, and Registered in Land Office as same Inland Lot No. 768, comprising 6,000 square feet, measuring from North to South 150 feet, and from East to West 40 feet. Annual Crown Rent, \$155.05, for Inland Lot No. 768.

TERMS.—One-half of the purchase money to be paid on the fall of the hammer, and the remainder on completion of the Deed of Transfer. The Buildings will be at purchaser's risk after the fall of the hammer.

Hongkong, March 15, 1877. mc28

## Intimations.

### ERNEST WASELL & Co., PHOTOGRAPHERS.

I HAVE This Day Established myself as PHOTOGRAPHER at the Corner of Wyndham and Wellington Streets, at the Building lately occupied by the HONGKONG PHOTOGRAPHIC Co., under the above Style.

ERNEST WASELL.

Hongkong, March 5, 1877. ap1

### POA LOK THEATRE.

A COMPANY of CHINESE ACTORS will Perform at the above Theatre, commencing TO-NIGHT (WEDNESDAY), the 21st Instant (inclusive). A DRAGON will appear Every Night, and there will also be a great exhibition of Athletic Feats.

Admission:—

First Class, ..... 50 CENTS.

Hongkong, March 17, 1877. mc22

## Intimations.

### MacEWEN, FRICKEL & Co.

ARE NOW LANDING AN INVOICE OF

### ROUYER GUILLET & Co.'s

### CELEBRATED BRANDY.

This BRANDY is well-known in England, the Colonies, and India.

The Firm possess Six Vineyards and Six Distilleries,

and are amongst the largest shippers from Charente.

Qualities One \*, Two \*\*, Three \*\*\*, and Four \*\*\*\*,

in Cases of One Dozen Quarts.

### Also,

### POMMERY & GRENOS

### "Extra Sec." CHAMPAGNE,

in Quarts and Pints.

As supplied to the principal London Clubs.

Hongkong, January 5, 1877. [ap6]

## NOTICE.

LANE, CRAWFORD & Co. have been

Appointed SOLE AGENTS for

China and Japan, for

JOSEPH STARKY, LONDON,

Manufacturer of GOLD and SILVER LACES,

Embroidery, &c., and Military and

Naval appointments of every

description.

A Stock of these Goods will be kept on

hand, for the Regiments stationed here,

as well as for the ENGLISH and AMERICAN

NAVIES.

Hongkong, March 14, 1877. ap14

## NOTICE.

NEITHER Captain FORBES nor the

AGENTS or OWNERS of the American

Barque "FARIBALLI" will be

RESPONSIBLE for any DEBTS contracted

by the Crew.

JARDINE, MATHESON & Co., Agents.

Hongkong, February 28, 1877.

## NOTICE.

LONDON & ORIENTAL STEAM

TRANSIT INSURANCE Co.

THE BUSINESS of this COMPANY has

This Day been Transferred to THE

MARINE INSURANCE Co., of 20, Old

BROAD STREET, LONDON.

By Order of the Proprietors,

WILLIAM HUNT, Secretary.

137, Leadenhall Street, LONDON,

1st January, 1877.

## THE MARINE INSURANCE Co.

20, Old Broad Street, LONDON,

1st January, 1877.

ESTABLISHED 1836.

CAPITAL, £1,000,000 STERLING.

RESERVE FUND, £340,000

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE Co. has This Day taken over the

Business of the LONDON & ORIENTAL STEAM TRANSIT Co., and has Appointed

Mr. A. McIVER as its AGENT in Hongkong.

By Order of the Board of Directors,

ROBERT J. LODGE, Manager.

THE Under-signed is prepared to Accept

Risks and issue Policies on behalf of the

MARINE INSURANCE Co. by any First Class

Steamer.

A. McIVER, Agent of the Marine Insurance Co. of London.

Hongkong, February 16, 1877. an17

## MUNICIPAL CORPORATION, PENANG.

THE Municipal Commissioners of Penang are desirous of receiving DESIGNS for a TOWN-HALL. This Building is to be erected on the ground on the east side of the Esplanade situate between the latter and Duke Street, and its cost is not to exceed \$30,000.

The Commissioners offer a PREMIUM of \$400 for the best and most suitable Design with Specifications; and competitors have the option of forwarding Tenders for carrying out the work.

The Designs, accompanied with all documents, are to be sent to the Municipal Office Penang on or before the 1st of March next.

For further information apply to the Secretary to the Municipal Commissioners at Penang.

D. C. PRESGRAVE, Municipal Secretary.

Penang, Municipal Office, The 21st September, 1876.

## For Sale.

### SAYLE & Co.

### GREAT CLEARANCE SALE.

IN Order to make Room for SPRING

GOODS.

On and after MONDAY, February 26th, We shall offer the Remainder of Our

WINTER STOCK at an immense reduction.

DRESS GOODS at 15 cents per yard.

DRESS GOODS at 20 cents per yard.

DRESS GOODS at 25 cents per yard.

DRESS GOODS at 30 cents per yard.

DRESS GOODS at 35 cents per yard.

FANCY SILKS! We offer about 5,000

yards at 35 cents per yard, (these are more or less soiled); original price \$1.50 and \$2.00 per yard.

JAPANESE SILKS! Reduced to 40

cents per yard.

WOOL, SHAWLS, MANTLES and

JACKETS, Marked very Cheap.

LADIES' Boys' and Girls' FELT

HATS, at Half Price.

FANCY WOOL GOODS, at less than

Half Price.

LADIES' and CHILDREN'S WOOL and

MERINO HOSE, Greatly reduced.

100 dozen CHILDREN'S WOOL and

MERINO SOCKS, all Sizes, at less than

Half Price.

Several thousand Yards of VARIOUS

REMMANTS, comprising: FLANNELS,

CALICOS, PRINTS, MUSLINS, STUFF

GOODS and Other Useful GOODS, are

Marked at Prices, which must effect immediate Sale.

In order to prevent disappointment,

We beg to inform Our Customers and the

Public that this Extraordinary, and Un-

precedented Sale must close on February

26th.

### SAYLE & Co.,

### VICTORIA EXCHANGE,

### Queen's Road & Stanley Street.

## FOR SALE.

CUTLER, PALMER & Co.'s

Celebrated

Brands of WINES and SPIRITS.

Apply to

SIEMSEN & Co.

Hongkong, June 22, 1876.

## FOR SALE, AT CANTON.

A STEAM COTTON MILL, well adapted

for Working Native COTTON,

either NINGPO or TIENSIN. Capable of

Making 3 piculs of Yarn in 12 hours, con-

sisting of:—

Steam Engine and Boiler 15 Horse Power

Nominal, 1,280 Spindles, 12 Carding and

2 Drawing Machines, 1 Speeder 18 Spindles,

1 Stretcher 60 Spindles, 1 Lap Machine,

1 Cotton Gin, Bobbins, &c., with Shafting

and Belting Complete.

For Further Particulars and Terms of

Sale, apply to.

RUSSELL & Co.

Hongkong, March 14, 1877. ap14

## NOW READY.

A CHINESE DICTIONARY IN THE

CANTONESE DIALECT. Part I, A

to K, with Introduction. Royal 8vo.,

pp. 202.—By ERNEST JOHN EITEL, Ph.D.

Tubingen.

Price: Two DOLLARS and a HALF.

To be had from Messrs LANE, CRAWFORD

& Co., Hongkong and Shanghai; and Messrs

KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

## Shipping.

### Steamers.

FOR YOKOHAMA.

The Steamship

"RADNORSHIRE,"



## Intimations.

**AM YON,**  
**SHIPS' COMPRADORE AND**  
**STEVEDORE,**  
No. 57, Praya Wat.  
SHIPPING SUPPLIED WITH ALL KINDS OF  
COAL, WATER, BALLAST, FRESH  
PROVISIONS & OILMAN'S  
STORES.  
Of the best quality and at the shortest notice.  
Hongkong, May 1, 1876.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debts contracted by the Officers or Crew  
of the following Vessels, during their stay  
in Hongkong Harbour:—  
STAR OF CHINA, British ship, Captain E.  
B. Blaker.—Douglas Lapraik & Co.  
ALDEN BERRY, American barque, Captain  
S. Noyes.—Bozart & Co.  
FORMOSA, German 3-m. schooner, Capt.  
G. Schwaer.—Melchers & Co.  
WANDERING MISTRESS, British barque,  
Captain Wm. Sivewright.—Siemssen & Co.  
MYSTIC BELLE, American ship, Captain  
David Plummer.—Siemssen & Co.  
ORANGE GROVE, British barque, Captain  
A. Longmuir.—Vogel, Engelmann & Co.  
ROSINA, American 3-m. schooner, Capt.  
C. W. Hansen.—Arnhold, Karberg & Co.  
CANOLA, American 8-m. schooner, Capt.  
H. W. Lund.—Landstein & Co.

## To-day's Advertisements.

**FOR SWATOW, AMOY, & FOOCHOW.**  
The Steamship  
"TAIWAN,"  
Capt. M. Young, will be de-  
parted for the above Ports on  
SUNDAY, the 25th Instant, at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LAPRAIK & Co.  
Hongkong, March 21, 1877. m25

**FOR FREIGHT OR CHARTER.**  
The German Barque  
"ELLIDA,"  
555 Tons Register,  
Apply to  
MELOCHERS & Co.  
Hongkong, March 21, 1877. m24

## NOTICE.

ANY CLAIMS against the British  
Ship "SIR HARRY PARKES,"  
must be sent in to the Underwriter before  
Noon of FRIDAY, the 23rd Instant, or  
they will not be recognized.  
MELCHERS & Co.,  
Agents.  
Hongkong, March 21, 1877. m23

## U. S. MAIL LINE.

**PACIFIC MAIL STEAMSHIP**  
**COMPANY.**  
THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

**THE U. S. Mail Steamer CITY OF**  
**TOKIO,** will be despatched for San  
Francisco, via Yokohama, on SATURDAY,  
the 16th April, 1877, at 3 P.M., taking  
Passengers and Freight for Japan, the  
United States, and Europe.

Through Passengers Tickets and Bills  
of Lading are issued for transportation to  
Yokohama and other Japan Ports, to San  
Francisco, to ports in Mexico, Central and  
South America, and to New York and  
Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Com-  
pany will leave Shanghai, via the Inland Sea  
Ports, about same date, and make close  
connection at Yokohama.

At New York, Passengers have selection  
of various lines of Steamers to England,  
France and Germany.

Freight will be received on board until  
4 p.m. 18th April. Parcel Packages  
will be received at the office until 5 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 18, Praya Central.  
RUSSELL & Co., Agents.  
Hongkong, March 21, 1877. apl4

## SHIPPING.

**ARRIVALS.**  
March 21, *Alce Mary*, British barque,  
855, Charles Rogers, Sydney (N.S.W.) Jan.  
28, cal.—Oakes.  
March 21, *Montgomeryshire*, British str.,  
1140, J. Starrock, Saigon March 16, Rico.  
—E. Klee & Co.  
March 21, *Jeddah*, British steamer, 694,  
Joseph L. Clark, Saigon March 16, Rico.—  
Gaz Okeone How.  
March 21, *Viking*, British steamer, 1665,  
Castle, London Feb. 2, via ports of call,  
and Singapore March 15, General.—JAN-  
DINE, MATTHEW & Co.  
March 21, *Lankow*, British steamer,  
3232, Symington, Sydney (N.S.W.) Feb.  
28, Coal and General.—SIEMSEN & Co.  
March 21, *Taiwan*, British steamer, 408,  
Young, Fochow March 15, Amoy 19, and  
Swatow 20, General.—DOUGLAS LAPRAIK  
& Co.

**DEPARTURES.**  
Mar. 21, *Yesso*, for Coast Ports.  
21, *Edward James*, for Portland (Ore-  
gon).  
21, *Onward*, for Chefoo.  
21, *Irani*, for Tientsin.  
21, *H.M.S. Swinger*, for a cruise.

**CLEARED.**  
*Helens*, for Keelung.  
*Simatira*, for San Francisco.  
*Signal*, for Hongkong.  
*Bua Caco*, for Bangkok.  
*Barak Nicholson*, for Manila.  
*A. van Beuzelien*, for Chefoo.

**PASSENGERS.**  
**ARRIVED.**  
Per *Viking*, from London (for Hong-  
kong); Mr Lloyd and Miss Drake, and 18  
Chinese from Straits. Per *Yokohama*, Mr  
Pitts.

## PASSENGERS.

Per *Hankow*, from Sydney (N.S.W.),  
Miss Carole, and 80 Chinese.  
Per *Taiwan*, from Coast Ports, Messrs  
Mooney and J. Dawson, and 463 Chinese.  
Per *Montgomeryshire*, from Saigon, 112  
Chinese.

**DEPARTED.**  
Per *Yesso*, for Swatow, Messrs Dirks and  
Hooney; for Amoy, Mr and Mrs Abendroth  
and Mr Isuah Dheethong; for Fochow,  
Rev. and Mrs Whitney, for Coast Ports,  
200 Chinese.  
Per *Edward James*, for Portland (Ore-  
gon), 202 Chinese.  
Per *Onward*, for Chefoo, 3 Chinese.  
Per *Irani*, for Tientsin, 1 Chinese.

**TO DEPART.**  
Per *Bua Caco*, for Bangkok, 20 Chinese.

**SHIPPING REPORTS.**  
The British barque *Alce Mary* reports:  
Baffling winds and squally weather through-  
out the passage.  
The British steamer *Montgomeryshire* re-  
ports: First part fine weather and fresh  
monsoon, latter part thick fog; steaming  
dead slow for ten hours.

The British steamer *Jeddah* reports:  
Left Saigon 16th inst. at 5.30 p.m., ex-  
perienced strong easterly winds to Cape  
Varela; thence to 20 N. moderate S.E.  
winds and fine weather, and thence to port  
light variable winds and thick foggy wea-  
ther.

The British steamer *Viking* reports:  
Strong N.E. winds and fine weather from  
Singapore to arrival.  
The British steamer *Hankow* reports:  
Left Sydney Wednesday, 28th February,  
came by passage North of New Guinea and  
passed Balintang Channel North of Luzon  
Monday morning 19th inst. Had fine  
weather during the passage.

The British steamer *Taiwan* reports:  
Light winds and fine first and middle  
parts, and calms and foggy the latter part.  
In Fochow.—Steamers *Europe* and *Ran*  
*Kwang*. Passed H. M. S. *Sheldrake* and  
S. S. *Douglas* in River Min, and H. M. S.  
*Nassau* under Hal Head on the 18th. In  
Amoy.—H.M.S. *Midge* and *Lily*, and S. S.  
*Hooching*. In Swatow.—S.S. *State of*  
*Louisiana* and *Norna*. Passed *Yesso* off  
Ninipina bound North on the 21st.

## POST OFFICE NOTIFICATIONS.

**MAILS will close:—**  
For SINGAPORE, E. AUSTRALIA,  
NEW ZEALAND, &c.—  
Per *NORMANBY*, at 1.30 p.m., on  
Thursday, the 22nd inst., instead of  
as previously notified.  
For BANGKOK.—  
Per *DANUBE*, at 8 p.m., on Friday,  
the 23rd inst.  
For KIUNGCHOW.—  
Per H.I.C.M.S. *SUN-KEE*, postponed  
till further notice.

## MAILS BY THE FRENCH PACKER.

The French Contract Packet *ANADYR*  
will be despatched from Hong-  
kong on THURSDAY, the 22nd  
inst., with Mails to and through  
the United Kingdom and Europe,  
via Marseilles; to Saigon, Singapore,  
Batavia, Galle, Australia, New Zea-  
land, Tasmania, Fiji, Aden, Sey-  
chelles, Reunion, Mauritius, Suva,  
and Alexandria. This is the best  
opportunity for forwarding Corre-  
spondence to E. Africa, the Cape,  
St. Helena, and Ascension.

Letters may also be forwarded to INDIA  
by this Packet, but can be paid only  
as far as Ceylon. The postage to  
Ceylon must be prepaid. Such letters  
should be marked *Pay to Galle* only;  
they will go on from Galle as unpaid.

The following will be the hours of closing  
the Mails, &c.:—  
Wednesday, 21st Inst.—  
5 p.m., Money Order Office closes. Post  
Office closes except the NIGHT BOX,  
which remains open all night.

Thursday, 22nd Inst.—  
7 a.m., Post Office opens for sale of  
Stamps, Registry of Letters, and  
Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late  
Letters.

11.10 a.m., Letters (but Letters only)  
except those to and through Aus-  
tralia, may be posted on pay-  
ment of a Late Fee of 18 cents  
extra postage, until

11.30 a.m., when the Post Office Closes  
entirely.  
Hongkong, March 8, 1877. m22

## MAILS BY THE ENGLISH PACKER.

The English Contract Packet *KASHGAR*  
will be despatched with the Mails for  
Europe, &c., on THURSDAY, the  
20th Instant.

The following will be the hours of closing  
the Mails, &c.:—  
Wednesday, 28th Inst.—  
6 p.m., Money Order Office closes.

6 p.m., Post Office closes except the NIGHT  
BOX, which remains open all night.

Thursday, 29th Instant.—  
7 a.m., Post Office opens for sale of  
Stamps, Registry of Letters, and  
Posting of all correspondence.

10 a.m., Post Office closes except for Late  
Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with  
Late Fee of 18 cents extra  
postage till

11 a.m., when the Post Office Closes  
entirely.

11.30 a.m., Letters (but Letters only)  
addressed to the United Kingdom  
via Brindisi or to Singapore, may  
be posted on board the Packet with  
Late Fee of 45 cents extra postage,  
till

11.50 a.m., when the Mail is finally  
closed.  
Hongkong, March 16, 1877. m23

## MAILS BY THE UNITED STATES PACKER.

The United States Mail Packet *DELIC*  
will be despatched on THURSDAY,  
the 22nd April, with Mails for  
Japan, San Francisco, the United  
States, and London, which will be  
closed as follows:—

2 p.m., Registry of Letters ceases.

2.30 p.m., Post Office closes.

2.30 p.m., Correspondence for Japan or the  
United States only may  
be posted on board the Packet  
with Late Fee of 12 cents  
extra postage until

2.50 p.m., when the Mail is finally closed.  
Correspondence must be specially directed  
for this route, and if not fully prepaid  
will be sent by British Packet.  
General Post Office,  
Hongkong, March 20, 1877. ap2

## General Memoranda.

**FRIDAY, March 23:—**  
Claims against the *Sir Harry Parkes* must  
be sent in to the Agents before Noon.  
Noon.—General Weekly Sale by Messrs  
Lane, Crawford & Co.

**SUNDAY, March 25:—**  
Daylight.—*Taiwan* leaves for Coast Ports.

**MONDAY, March 26:—**  
9 p.m.—Meeting of Zetland Lodge.  
Goods per *London Castle* undelivered  
after this date subject to rent.

**THURSDAY, March 29:—**  
Noon.—English Mail leaves for Port  
of Call and Europe.

2 p.m.—Sale of Ground, at Queen's  
Road East.

**TUESDAY, April 3:—**  
3 p.m.—Occidental & Oriental S. S. Co.'s  
Steamer leaves for Yokohama and San  
Francisco.

**SATURDAY, April 14:—**  
3 p.m.—American Mail leaves for Yoko-  
hama and San Francisco.

## MEMOS. FOR TO-MORROW.

**Shipping.**  
Noon.—French Mail leaves for Port of  
Call and Europe.

## THE

## HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' SURDRIES, NURSERY REQUI-  
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AMERICAN, AND FRENCH PATENT

MEDICINES.

MANUFACTURERS

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Hongkong, June 1, 1876.

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## THE CHINA MAIL.

HONGKONG, WEDNESDAY, MARCH 21, 1877.

THE authorities in the Straits have been  
very busy lately concocting legislation  
in regard to the Chinese. Two bills, one  
to make provision for the protection of  
Chinese immigrants and the other to  
amend the law relating to crimping,  
have passed the second reading, and a  
motion has also been brought before the  
Council that "before proceeding further  
with the bill for the protection of Chinese  
emigrants it is expedient that a measure  
be introduced by the Government for the  
suppression of the Chinese Secret  
Societies," but after a lengthy discussion  
this proposal was withdrawn. We pur-  
pose confining our attention to-day to  
the bill for the protection of Chinese  
immigrants. This measure embodies the  
recommendations of the Commission  
who sat last year to enquire into the  
condition of Chinese labourers in the  
Colony, and is altogether a very im-  
portant piece of legislation. It provides  
for Protectors of Chinese Immigrants;  
deposits for immigrants; written en-  
gagements for their labour; fees on im-  
migrants (not migrants) and contracts  
of service, and the licensing of coolie  
brokers. We understand it is intended  
to appoint Protectors of Chinese both at  
Singapore and Penang, and possibly  
later on in Malacca. These Protectors  
are to be gentlemen conversant with the  
Chinese dialects, and are to be assisted  
by respectable Chinamen belonging to  
the different nationalities which resort  
to the Straits. Deposits are to be estab-  
lished for the reception of immigrants  
on arrival and emigrants on departure  
under engagement, and each immigrant  
or emigrant is to pass before the Pro-  
tector, and, if detained, in to be detained  
only in the depot. The need for this on  
arrival was not so strong, in the opinion  
of the Commission, as on departure, so  
far as the prevention of abuses was con-  
cerned, but they attached great impor-  
tance to bringing the newly-arrived  
immigrant at once into direct contract  
with a European speaking his language,  
and that he should from the first under-  
stand that there was an officer of Gov-  
ernment whose special duty it was "to  
protect him and be his friend." Written  
engagements made before the Protector  
for service in or emigration from the  
Settlements are to be legalised, and the  
infraction of them made penal. The  
expense is to be met by a fee of one  
dollar charged on every immigrant who  
has not paid his passage, and on every  
emigrant leaving under advance of  
engagement. This fee is to cover three  
days' subsistence in the depot. A fee of  
fifty cents is to be charged on every  
immigrant who has paid his passage.  
The super-cargo is to be responsible for  
the fees. Coolie brokers are to be licensed  
as well as their recruiting agents; no  
bad characters are to receive a license,  
and a heavy penalty is to be imposed on  
persons acting without a license or  
employing unlicensed recruits.

It seems to be pretty clear that immi-  
gration into and emigration from the  
Straits is at present subject to a great  
many anomalies and abuses, and that

some reforms are needed in the matter.  
The Colonial Secretary, in moving the  
first reading of the bill, said he had it on  
very high authority that it was no un-  
common thing for Chinese to be kid-  
napped at Deli and taken back to Penang  
to be sold over again. Gangs of coolies  
were sometimes sold in the Straits three  
or four times over by un-  
scrupulous Chinese, and kidnapping had  
come to such a pitch that legislation was  
urgently required. The Colonial Secre-  
tary illustrated the present anomalous  
state of affairs in other directions by  
quoting the case of a man who had been  
recently imported from China, and a  
copy of whose engagement he held in his  
hand. His passage money was \$8, and the  
man who brought him down passed him  
on to a Towkay for \$24, there being an  
agreement that the coolie should work  
for one year and receive \$6 at the end  
of it. Thus the man who brought the  
coolie down would make a profit of \$16  
on the transaction, while the coolie would  
only get \$14 for his year's services,  
namely, \$8, paid for his passage money,  
and the \$6 paid to him at the end of the  
year. The Colonial Secretary also quoted  
the following statement of a Chinese  
schoolmaster who had arrived in the  
Colony a few days previously:—

"I came from Fochow and am a School-  
master. I was engaged in teaching, when  
about the 24th of the 11th Moon, Chang  
See and Kuai-long told me that they could  
get me plenty of work at Singapore as a  
clerk, and that wages here were very good.  
I believed them and was put on board a junk  
and brought to this place, where I was sold  
to a shop, Chop Hap Tye. We came on  
shore on the 2nd of the 1st Moon. There  
were 80 men from my district. The strong  
men were sent to work in saw-yards, but I  
was sold as a little pig, being weak. This  
morning I was taken to a boat with many  
others, I don't know where they are taking  
us, but we heard that the place is taking  
us, or twelve days' sail from this, and that we  
had to work in tin mines. Of course we  
refused to go to another country, as we  
understood Singapore to be our destination,  
and I can't work as a miner."

One avowed object the Government  
in the Straits has in passing this bill is  
to lessen the influence of the Secret So-  
cieties. It was pointed out by the Com-  
mission that when an immigrant arrives  
he is landed by his Kay Tow and carried  
off straight to the place where he is to  
work. He is never brought into contact  
with any officer of the Government, un-  
less he commits a crime, and the Com-  
mission expressed their belief that "the  
vast majority of the Chinamen who come  
to work in the Settlements return to  
their country not knowing clearly whether  
there is a Government in them or not." Soon after arrival the immigrant  
joins a Secret Society, if he is not already  
a member of one, and if his box is  
stolen, or his wife runs away, or he gets  
into any trouble, he goes, not to the offi-  
cials of the Government, but to the  
Secretary of his Society, or to some in-  
fluential countryman. The Government  
also knows almost as little of the Chi-  
nese as they know of it. No doubt, the  
working of the bill will effect some  
reforms in this unsatisfactory position of  
affairs. The Chinese immigrants will be  
brought into contact with Govern-  
ment officials immediately upon landing;  
they will be lodged in Government de-  
pots; experience Government interfer-  
ence in any contracts entered into  
between themselves and their em-  
ployers, and, lastly, will have to pay  
Government a fee—a proceeding which  
above all others is not likely to fail  
to impress upon John Chinaman the  
fact that there is a Government in the  
Straits. Our Singapore daily con-  
temporary urges as one objection to the  
bill that it will increase the Government  
establishments. This it undoubtedly  
do, and it is equally certain that any  
increase in such establishments should, if  
at all possible, be avoided. We imagine,  
however, that the fees proposed to be  
charged will render the establishment a  
self-supporting one, which is at least a  
great point in its favour. Whether or  
not the method proposed is the best and  
most economical one for dealing with the  
evils we are not prepared to say without  
further consideration, but that the Chi-  
nese in the Straits require to be legislated  
for in some way in regard to immigration  
matters, and especially in regard to  
Secret Societies, there can be no manner  
of doubt.

## LOCAL AND GENERAL.

**THE P. & O. str. *Kluay***, with the next out-  
ward English Mail, left Singapore yesterday  
morning (24th).

**THE steamers *Amoy* and *Geelong*** arrived at  
Shanghai on the 20th instant.

**As there are no cases for trial at the March  
Criminal Sessions, which stood adjourned  
until to-morrow, the further attendance of  
Jurors is not required.**

**In the Summary Court to-day Mr Justice  
Snowden sat for a short time to hear the  
adjourned case of Chea Atai v. Robert  
Lowe. The defendant appeared to-day and  
proved that the plaintiff had accused him-  
self without leave for five days at a time  
when his services were most needed. There  
were, however, \$4 due to him for wages in  
January. His Lordship gave judgment for  
\$4 without costs.**

**A small native boat came to grief this  
morning about 10 o'clock. She was coming  
from Shum-shui-yeo, loaded with lime and  
sand, and when nearing the Hongkong shore,  
about 250 yards off Pedder's Wharf, she**

suddenly filled and sank. The Master  
states that the cause of the disaster was  
the rotten state of her bottom, and that the  
water had been coming in through the sand-  
unperceived. The crew 12 in number were  
all saved by native boats Nos. 78, 2199, and  
the police boat.

**THE *Per Ardua*** left Sydney for Shanghai  
on the 20th Feb. From Newcastle (N.S.W.)  
the following departures for Hongkong are  
reported:—Feb. 8, *Mary Goodall*; 9,  
*Albert Russell*; 19, *Glenairn* (Fimister);  
and *Thomas Lord* (Hall).

**THE collision case between the barque  
*Frances Lewey* and the steamer *Leonor***  
again engaged the attention of the Chief  
Justice to-day in the shape of an applica-  
tion from Mr Russell (who, instructed by Mr  
Wotton from the office of Mr Brereton,  
appeared for the *Leonor*), for a decree  
limiting the liability of the owners of the  
*Leonor* to the Statutable sum under the  
Merchant Shipping Act of 1863. Mr  
Handley, instructed by Messrs Sharp,  
Toller and Johnson, appeared for the  
*Frances Lewey*, and consented to a decree,  
but claimed interest on amount at the rate  
of 12 per cent from the date of collision,  
with costs. Mr Russell argued against the  
rate of interest and the date from which it  
should accrue. Finally it was ordered that  
interest be allowed from the probable time  
of arrival at destination of the *Frances  
Lewey* if there had been no collision, at the  
rate of 8 per cent, and the costs.

**THE Admiralty suit of Messrs Adamson,  
Bell & Co. against the owners of the *Rosina***  
was again heard to-day before the Chief  
Justice in Chambers. The Hon. G. Phil-  
ippo, instructed by Messrs Sharp, Toller and  
Johnson, appeared for the promoters,  
the bond-holders. Mr Kingsmill, instructed  
by Mr Denny, appeared for the respondents,  
the owners of the ship, and for the master,  
an intervening party, in a claim for wages.  
His Lordship was of opinion that Mr  
Kingsmill had no sufficient authority from  
the owners to appear for them, the master,  
who instructed the solicitor, being no longer  
their agent. He would therefore treat the  
case as an undefended one, unless some com-  
munication could be had with the owners to  
obtain their authority to appear. Mr Bailey,  
the U. S. Consul, was in Court, and his  
Lordship suggested that he might send a  
telegram to the owners on the subject, but  
Mr Bailey replied that he could only do so  
through the Secretary of State; he  
would, however, see what could be done.  
His Lordship finally adjourned the case  
*sine die*, with leave to either party to bring  
it on at any time.

**Havez & Co.'s Weekly Shipping Report,**  
Pagoda Anchorage, 17th March, 1877:—

**Arrivals During the Week:—Mar. 10**  
*Yesso*, from Hongkong; 16, *Taiwan*, from  
Hongkong; 16, *Europe*, from Shanghai;  
16, *Han Kwang*, from Shanghai.

**Departures During the Week:—Mar. 12**  
*Sheldrake*, for Hai Tan Straits; 14, *Yesso*,  
for Hongkong; 15, *E. O. Mutch*, for Takao.

**Shipping in Port:—Taiwan, Europe, Han**  
*Kwang*.

## Police Intelligence.

(Both Magistrates Sitting.)  
March 21, 1877.

**LARCENY.**  
Chang Anu, a coolie, was charged with  
stealing two bottles of peppermint from  
the Military Hospital Stores. E. O. Coleman  
stated that he was a member of the  
Army Hospital Corps and was in charge of  
the stores. The defendant was a substitute  
coolie for the regular one, who had left on  
leave. Last Saturday stocks in the store  
were taken; it was found that everything  
was correct. On Monday morning the  
regular coolie came back, and on his dust-  
ing the shelves and bottles, he discovered  
that two bottles of peppermint were missing.  
He at once reported to the complainant,  
who on examining the ledger discovered  
that the two bottles were stolen. Nobody  
had access to the place except the com-  
plainant, the defendant and Lieut. Thomp-  
son. The defendant, who denied that he  
stole them, or that he saw them stolen, was  
sent to one month's hard labour.

**NIGHT CAUGHT.**  
Wong Ayo and three others were brought  
up for stealing some silk handkerchiefs and  
several umbrellas from a pedlar's shop in  
Hollywood Road. Acting Inspector Lind-  
say stated that he was walking in Queen's  
Road in company with P. O. No. 199,  
when he observed the four defendants  
walking awkwardly. He then directed P.  
O. 199 to watch them. They were seen to  
go into a tailor's shop in Fragrant Street,  
ground floor. The Inspector and the police-  
man followed them there. He saw the 3rd  
defendant take some silk handkerchiefs  
from his sleeve, the 2nd some um-  
brellas and the 1st some silk handkerchiefs.  
He then took them into custody, and  
searched the house. A box was found,  
which was claimed by the 4th defendant as  
his property. When the box was opened,  
it was discovered to contain two new brass  
bells, one large brass ladle, one packet of  
crude Malwa oil, two bottles of stent  
and one pair of new European shoes; and  
on the person of the 4th defendant there  
was one new buck's horn handled knife.  
Sheik Abbou, a shopman employed in a  
pedlar's shop kept by Mahomed Arab,  
stated that yesterday the defendants and  
two others came to the shop on pretence of  
buying things. The 3rd defendant wanted  
to buy blankets, the 2nd umbrellas, the 1st  
handkerchiefs, the 4th some black cloth. He  
attended on them all and showed them the  
things, but neither of them bought any ar-  
ticle. When they had gone, it was discovered  
that four umbrellas and fourteen Bombay

handkerchiefs were missing, and the things  
in Court were the property of the shop.  
The defendants were sent to six months'  
hard labour each.

**China.**  
**Poochow.**  
(Herald, March 15.)

In the absence of steam communication  
with Wenchow, it may interest our readers  
to learn that the journey from this port  
can be accomplished by courier in about  
five days.

A rumour prevails in native circles that  
Ting Futai will remain in Formosa as per-  
manent Governor of that island; and that  
the new Viceroy will take over the



## SHANGHAI.

Yesterday afternoon (March 14) at the Mixed Court, before the Chinese Magistrate Chen and Dr. Yates, Ping-tsoh-tsen, a Chinese coal broker, was charged with conspiring with and assisting other people to defraud the Shanghai Gas Company of the value of a quantity of coal. Mr. Wainwright appeared for the prosecution, and Mr. H. Brougham Miller for the accused. After hearing the evidence of Mr. G. J. Yeo, engineer and manager of the gas works, who, from the books, proved that during his absence in England coal had been delivered short of weight to the value, on one dealer's account alone, of 11s. 722.75, that the Company had been charged full weight for the same, and had been therefore defrauded to that amount; it transpired, by the admission of the native coal merchant himself, trading under the long name of Yuen-hang, that he had superintended the delivery of several quantities of coal sold by him, through the broker, to the Gas Company at their works. In all these instances short weight was delivered. One order of 183 tons was 36 tons deficient; one of 93 tons was 20 tons 15 hundred-weight short, and all the others more or less in proportion. Two foreigners in the employ of the Company, named Holmes and Belbin, were also stated to be implicated in these transactions, and they have been discharged from the Company's employ. The Magistrate ordered the coal merchant into custody for further examination, and committed the broker to bail on his giving good security.—N. C. D. News.

## CELEBRITIES AT HOME.

MR. CHARLES MATTHEWS IN BELGRAVIA.

(World.)  
The hour is 2 p.m., the scene Belgravia. Wrapped in a flannel dressing-gown, made gorgeous by cascades of azure velvet, his head covered with an embroidered smoking-cap, his blue eyes sparkling with all their old vivacity, the veteran comedian proceeds: "This talk of the degeneracy of the drama is all humbug. It is an old story, and is about as true as most old stories. I am tired of hearing of the model actors of times gone by. I recollect them well enough, and very good they were; but things are done quite as well now. Since I returned home I have seen two plays, *Peril* and *New Man and Old Acres*. Now, without going into the merits of these productions, I will venture to say that at no time within my experience could they have been better acted or better put upon the stage. A little startled at this optimistic view of the British drama, we complain that the Robertson plays, for instance, might rather be designated entertainments than comedies. You literary critics will have your theories of course; but don't you think you are trying to make something out of the drama quite foreign to its mission? You insist on line and rule and form, just as your grandfathers insisted on the same, as their ancestors worried themselves about the unities. The object of the theatre appears to be mistaken. Its function is to amuse, not to teach; people go to the play for amusement, not for instruction. They want to be entertained; to be lifted out of themselves, to laugh at the blunders or cry over the trials of others; to get rid, in short, of their own particular misery. Why do the critics insist on something at variance with the spirit of the time? The drama of any period is its product just as much as its architecture, painting, or music. Another important consideration also overlooked by the critics is that the audience of to-day is not the audience for which Corneille and Racine wrote their masterpieces—is not even the audience of fifty years ago. The audience was composed, until almost recent times, of people who had read little and travelled less, and who, when they went to the theatre, could neither see nor hear too much. The long tirades of the listened to them; but just look at a modern play-goer when he sees the two clowns plodding side by side, and you commence, "Sixteen years have now elapsed!" He is stricken, as it were, with a great sorrow, and bows his head in silent wretchedness." We insinuate that we regret we are not writing for the stage, as these hints would be invaluable to any person preparing for that gruesome career, rendered intolerable by the exigence of actors and actresses. "That is what, with one or two honourable exceptions, all of them say," flashes out our host, quite in earnest this time. "The instant one suggests the slightest alteration, the cutting of a speech here, the insertion of a few words there, then the dramatic author tucks his play under his arm and proclaims his intention of taking it elsewhere. Douglas Jerrold with his fear of the impracticable author, and so was Sheridan Knowles. The instant one offered to touch a line of his, he would round, "This is the funniest thing in the world," and he stood to his guns, till the piece was produced. The morning after the first performance the marble had turned to wax. "Cut out what you like," I'll leave myself in your hands," was jerked out in despairing tones. It is the regular rule. Ah, if they would only cut as freely the day before as the day after, how much trouble and how many pieces would be saved!" We observe that perhaps if the author followed the plan of the old man and his ass, his fortune might be the same, and that in any case it would be a wise author that knew his own piece after everybody had worked his, her, and its wicked will upon it. The bright prominent eyes twinkle this time with rare enjoyment. "That is precisely what has happened to many of the most successful pieces of modern times. Without alluding to a certain farce with which my name is associated, I may let out the proverbial cat so far as to tell you that the *London Assurance* may be said to have been completely rewritten on the stage, every line of it. Mr. Boucicault was remarkably quick and clever in taking and utilizing hints; and as the company was composed of people who knew their business, the hints were frequent. Alteration followed alteration day by day, until the copyist became desperate; but out of all this tinkering arose a play, not only highly successful at the time, but strong enough to keep the stage ever since. The fact is, that the dramatic is distinct from the literary faculty. A literary man is accustomed to think, to reason, to explain, to write essays; and when he has constructed the plot of a play he at once proceeds to dilute it with talk, often brilliant, witty, admirable—everywhere but in a play. He reads his pet bits to his friends in piecemeal fashion, a little at a time; they applaud and their applause is genuine, because they do not hear all he has got to say at one sitting. Nothing misleads an author more than these partial readings of his work. The limbs are fair enough in themselves, but when put together they produce an impracticable monster. I think authors overlook far too frequently that the presence of drama is that the personages

should do something, not talk about it—that, to give you an extreme illustration, that would be the best-constructed drama which could be played in dumb-show, and yet tell its story completely. The persons on the scene should do things, not talk, moralise, and explain what is supposed to have been done off the stage. It is before the audience that the action should take place, and the least talk there is the better. Modern audiences want to be amused, and, as they are composed to a great extent of well-informed and travelled persons, decline to listen to talk-talkers, as they call it. They have enough talk and to spare at the club, at the dinner-table, everywhere, and don't want it at the theatre, where they go to be amused and—to forget."

At this point Mr. Matthews leads the way to the conservatory in the uppermost story of the Belgravia house, with a view to indulgence in tobacco. His house is the expression of one of his favourite theories—that drawings are lost in portfolios—the mere paraphrase of art. He holds that it is far more practical to cover the walls with them; to neatly fit and dovetail them together, so as to leave hardly an inch of wall-paper to spare. From top to bottom of the house in Belgrave-road the walls are covered with thousands of drawings, etchings, and engravings. Many of the drawings were made by young Charles Matthews when he went abroad with Lord "Blossington" to study the architecture of Italy—a tour made famous by his challenge of Count D'Orsay, who, feeling himself in the wrong, made his amende in the largest and most generous manner. Young Matthews came very well out of the affair, and while working diligently at architecture, made his first appearance as an amateur on the mimic stage. To the youth of this day it may appear odd to speak of Charles Matthews as an amateur; but the fact remains that he began to act without the remotest idea of adopting the stage as a profession. There is ample evidence that he studied architecture seriously. Among the hundreds of his drawings are sketches of the amphitheatre at Pola, and others of the less-known monuments of the Roman period. Here and there we light upon pictures by friends, such as the portrait on *blouse* sketched by the late John Lewis, the famous picture of Madame Vestris by Chalon, and the miniature baby-head encircled with sunny curls of Bartolozzi's granddaughter by Cosway. There is an old portrait of Madame Vestris in *77* to the *Milk*. Next to this is a curious drawing of little Charles Matthews, *et al.* four, in a clergyman's robes—a very comical little picture indeed. These pictures, including several of the older Matthews, form altogether a series called by his son, "My Journal," a series of little recollections some particular scene of an industrious and agreeable life. The entrance hall is literally lined with portraits of the owner in every character played by him during the last thirty years, including Sir Charles Coldstream and the Phenomenon in a Smock-frock. Above in the smoking-room are other drawings not less interesting. One of these, a sketch of a villa on the Lake of Como, yet awaits the finishing touches, and as it leans against the wall masks a sketch taken under singular circumstances. It portrays the inner aspect of Lancaster Castle some score of years ago, when Mr. Matthews for one brief term was its compulsory guest. "That," he continues, as we light our cigars, "is evidence of a power I am very proud of—that of abstracting myself from what our American friends call our 'surroundings.' I am proud of this faculty, for it is not a natural gift, but a genuine accomplishment which can be acquired by any one endowed with sufficient perseverance. Years ago, when I first returned from Italy, my father was in the habit of dining at five o'clock, an early hour now, but common enough then. With his friends, John Murray, Cartwright, and Savory, he would sit up till two o'clock in the morning, and was very unhappy unless I sat up with them. To me, a small diner and very moderate drinker, this was a tremendous penance; and at last I, finding that the conversation went on very well without me, hit upon the device of abstracting myself entirely from the scene, and thinking out points for the 'Matthews at Home' entertainments that my father was then giving. By degrees I acquired the art of losing sight entirely of all that was going on, and though of course unable to make notes, mentally rehearsed the novelties I was trying to invent. This habit I have never lost, and attribute to my reputation for light-heartedness and *insouciance*. In the difficult and wearisome part of my life, when writes and actions are upon me, I could always at will vanish into the part I was studying. I have studied my work in hackney coaches, in court, and in a lawyer's office; and the instant I reached the stage or the shelter of my own house, could throw off completely the cloud of trouble which hung over me. I dismissed it from my mind without an effort; and in Lancaster Castle, as you see, devoted myself to painting that little picture of its giant interior. As the smoke curls round the thin mobile face, and the flexible mouth adapts itself to every change of thought, as the overhanging eyebrows rise and sink with infinite variety of expression, our host goes on to say: "Next to the faculty of abstraction I value that of sleep. After a heavy rehearsal and a wearying afternoon of business, trying to stop larks here and repair damage there, I always snatch sleep as little as ten minutes' sleep. This could sleep on demand, and always with the same result. I turned over a new page, and began life again with all that sense of keen enjoyment that I still possess. As a young man I enjoyed the great advantage of spending my time in the pleasantest company. D'Orsay, my momentary foe, was a man who stood alone. He was not a professional wit, but the most delightful of men. He was handsome, accomplished, well read, superbly dressed—a dandy of the first water, but the best-hearted man and kindest gentleman that ever breathed. The wits too did not like the later generation; talk to make points, for they had genuine gaiety. Lord Alvanley and George Colman, for instance, never cared to make points; for the gaiety of their temperament carried them away; and carried you away too; for their bright fun was too ethereal to be bottled up for retail. It was not any one particular hit, but a blaze of fireworks—the magic not of matter, but of manner, which constituted their peculiar charm. Perhaps their jokes were not good enough to bear long carriage; but they were good enough to be poured out at a time; they applauded and their applause is genuine, because they do not hear all he has got to say at one sitting. Nothing misleads an author more than these partial readings of his work. The limbs are fair enough in themselves, but when put together they produce an impracticable monster. I think authors overlook far too frequently that the presence of drama is that the personages

kind. Sydney Smith for fun was equal to any of them, but he shone most in a very small circle—the smaller his audience the better he talked; and there was more than mere fun in his jokes. Theodore Hook too was a wonder. You may think his fun tame now when we are everywhere with comic matter of all kinds; but you must recollect that the "jokes" was a new thing in his time and Tom Hood's. The wit and fun of the older school was, as I have told you, entirely different in character, and when Hood burst upon us with his puns the town rang with them. Hook's fun has been depreciated of late, and perhaps was not of the best kind; but no person who witnessed his improvisations can doubt his genius. It was marvellous. The Italian improvisatori are not for an instant to be compared with him. They are humbugs. They recite the dilute trash in a language which affords infinite facility for rhyme, but Hook dashed through the most difficult metres and the most rapid tunes without ever breaking down. The entrance of a person into the room—the most trivial incident, in short—supplied him with a well-timed stanza, full of dash, and never devoid of point. A wonderful man whose portraits do him no more of justice.

Thus Mr. Charles Matthews, born in the year 1803, a man who has ever kept well abreast of Time, loving his profession—of it, but not immersed completely in it. Thanks to his education and early associations, his sympathies are wide, and he is separated by a gulf from the actor who is 'all actor,' and knows no world beyond the stage he struts upon. Above all things, Charles Matthews loves bright sparkling society, and without himself being 'one of these wags who set the table in a roar,' he is the most interesting and delightful of companions. He enjoys fun immensely, even when it is at his own expense, as happened in the case of the farewell dinner given to him at a club in New York. On this memorable occasion the table was, after American fashion, almost hidden with flowers, and great mountains of ice-cream appeared at either end, and there was no lack of speeches; but what particularly struck the guest of the evening was the delicate compliment of engraving all the wine-glasses and decanters with his own monogram. At the conclusion of the banquet he begged that he might be permitted to carry off one of the wine-glasses as a memorial of the refined courtesy of his entertainers, who assured him that he was welcome to as many as he pleased, in fact, to take anything he liked out of the Manhattan Club. The victim of his own quick faculty of appreciation heartily enjoyed the situation, and beamed with good humour as he tells the story. But our cigar is out and we must take our departure, for our host is going to enjoy a very special treat to-night—he is going to see a new play.

## WHAT THE WORLD SAYS.

(World, Jan. 31st.)

It is generally supposed that it is only a Liberal Government which is fond of cheese-paring and petty economies; but it would seem that if *les ministres paissent, les chefs de bureau restent*, and that stinginess is still practised in certain Government offices. Last year a judge was sent out as special commissioner to an island in the tropics, whose inhabitants were at loggerheads with their governor (Barbadoes). The judge in question arranged matters to the satisfaction of all concerned, and the legislature of the island voted him an honorarium of a thousand pounds, as a mark of their appreciation of his services. This sum the Colonial Office duly handed over to him on his return to England some months back; and his surprise may be judged of when, a week or two ago, he was requested to refund sufficient to pay for his passage to the island in question. In order to add insult to injury, it was added that Lord Carnarvon would, if requested, make application to the island legislature to vote the sum necessary to recoup the special commissioner the money claimed of him by the Colonial Office. This kind offer has been pleasant reading for its proposer.

General Tchernayeff, who was accompanied on his visit to Kishinev by M. Chudoff, a gentleman known in Russia and Serbia as the Moscow Millionaire, was very well received by the Grand Duke Nicholas on the day after his arrival was devoted to a close inspection of the army. Tchernayeff, to use his own expression—he is a man who does not waste words—found "things very bad," and bluntly told the Grand Duke that his was not the kind of army that could hope for success against the Turks in defensive positions. I need not waste my space by detailing what have been the results of an estimate at once so honest and so disparaging.

The Chancellor of the Exchequer, in the course of his speech at Liverpool, said, "I come now to the Great Eastern Question; and many of his audience cheered, possibly shareholders. They were miserably disappointed. It was only the *Question d'Orient* touched upon. But there is a Great Eastern Question; and I hear that, as usual the power of the press is to be called in to solve it, in the shape of a new paper representing the railway interest. Mr. Bass is said to be the bold proposer.

It is absolutely impossible to witness a rehearsal of Sardon's pieces, says the *Figaro*, and it characteristically proceeds to give a detailed account of a rehearsal of *Dora*. The eminent author, it appears, is disposed to push his right of personal supervision to extremes. He not only directs the positions and gestures of the actors, but makes chalk marks on the boards to show where the very articles of furniture are to stand—and was of it. Everybody goes in awe of him, the poor leader of the orchestra above all, owing to the author's roguish diversion to the use of the fiddle in *tréolo* to intensify the effect of pathetic situations. Sardon is more difficult to deal with when he has the *neurlogia*; and he always has the *neurlogia*. When he comes down in his double comforter every one in the company trembles in his shoes. He generally stands in a kind of sentry-box set up on the stage to keep him out of the draughts of the house. Presently a plaintive voice is heard from the sentry-box—"Ambrose, my friend, look at that sofa; its left leg is beyond the mark!" He has no less to say to the marks: "Now they are ready to begin! No! will kill me!" he murmurs, fixing his eyes on the milky delinquent who has forgotten the place of furniture in question. It is brought and put in its place, when suddenly the author dashes out of his box. What does he want? Is it a tremolo movement?" asks the leader of the

orchestra, always waiting for his chance. "No! Sardon; but if they won't arrange the things properly, I suppose I must do it myself. In his ardour of interest he rehearses the whole piece, re-arranges all the characters, and even this shadow, and perhaps winds up by falling at his own feet. He forgets everything, even his *neurlogia*; and would forget that the actors want to dine, if they did not take care to remind him of it by gradually sinking off and leaving him to finish the rehearsal on an empty stage.

It was a very ingenious idea of the good butchers of Manchester to buy up all the old cows they could lay hands on, and sell them as American meat. Protection may be dead, but they are the boys to protect themselves.

Mr. Chitty, Q.C., of famous ancestral and personal reputation in all matters involving the legal lore, is a man to be envied. He could not attend the recent inauguration of the new hall opened at Balliol College, Oxford. For why? as the late Canon Kingsley would have said. The learned gentleman was retained, it seems, on the day in question in every case put down for hearing in the Rolls Court, and on the following day in every case put down for hearing in the Court of Appeal. Mr. Chitty is one of those rare leading counsel at the Chancery bar who never accept briefs in cases where they cannot personally conduct the same.

The Russian, or rather the Russo-Slav, support of Serbia in her recent belligerency appears to have been to a great extent of a personal character. After the Serbian defeat at Djunis and the establishment of an armistice, Tchernayeff communicated to the Czar his confident willingness to undertake the invasion of Turkey from the side of Russia, with a reinforcement of 20,000 Russian soldiers, and a subsidy of five million roubles the Serbian army being of course at his disposal. The Czar responded favourably, till M. Marinovich, the leader of the Serbian peace party, reached St. Petersburg, and cautioned his Majesty against the trustworthiness of Tchernayeff. The Czar accordingly sent General Nikitin to command in Serbia. But Nikitin was not Tchernayeff, and 'the cause' had not bonds strong enough to hold to it men who had volunteered for service under Tchernayeff; so the Russian brigade in Serbia went to pieces, and Nikitin presently found nothing to command. As for General Nofossoloff, mentioned in Monday's telegrams as appointed to the command of the Russians in Serbia, he is a feeble old dotard, of the most utter physical and moral incompetency.

## LOOK-OUT MEN.

(Shipping and Mercantile Gazette.)

A Correspondent addressed us a few days ago on the subject of collisions through the neglect of the men placed on duty to "look-out," especially on board sailing vessels, and he suggested that they should be specially selected from the quickest-eyed and smartest of the crew. We have frequently directed attention to this important matter, but we do not see how a Master is to ascertain who among his hands have the clearest eyesight. Collisions result from vessels being allowed to approach each other so closely before being discerned, that they are frequently unavoidable; but this is the consequence, at times, of thick weather, or of ships holding their own until all action is too late to avoid disaster. When a Seaman joins a vessel in a drunken state just before sailing, or has not had his natural rest for one or more nights, he is totally unfit to stand on a forecastle or bridge to watch the horizon in order to report approaching ships. Our Correspondent asks—"What safety have you in a look-out who is, on standing at his post, asleep, as I have frequently found them?" The keen air blowing at sea brings on somnolence, and there are men of a naturally drowsy disposition. Instances could be mentioned of men stationed on foretopsails yards on ships at war being found asleep with their arms round the tyre. The keenest-eyed men are not, therefore, in all cases the most to be depended upon; otherwise snoring numbers of look-out men would not be reported as missing. They sit or stand where the pitching or rolling of a vessel is apt to throw them overboard. If the peril of death does not prevent a man from being overcome by nature, there can be no positive reliance on the "eyes in the bow." In well-regulated ships the look-out men have to call out at the strike of every bell, and the Officer of the watch visits them at short intervals; but when the Mate is bad sighted, or skulks his duty, or takes shelter from the weather, the watch are likely to follow the example. We must also make allowance for men whose eyes are exposed to a keen and cold wind, and who may not be of strong constitutions. An engine-driver, at a Oroner's inquest, said that the effect of rain and wind upon his vision was such that, after about twenty minutes' battering, he could not distinguish between red and green lights. We must not expect, therefore, if the face of a sailor is uncovered, and he is in the best of the brunt of a storm, that his sight will remain perfect. Go up to look-out men on board ships in cold and breezy weather, and water will be observed trickling down their cheeks. We have got iron ships, iron masts and yards, iron rigging, iron cables and engines, but iron men have not yet been invented. We have to take men as we find them, and make the best of the material at command. There are not many men to be met with who can stand on the bridge of a steamer, when the sea is blowing forced against the wind in sleety or snowy weather, and retain their vision so unimpaired as to be enabled to keep their eyes fixed on the horizon for half an hour. The best of look-out is very often of an ineffective character. Greater dependence should be placed on numbers than on solitary individuals. It has been found necessary to protect engine-drivers by giving them a covering; and if steamship collisions are to be lessened the Sailors on watch must be sheltered. When seas are breaking on board a ship, or a blinding sleet is blowing in men's faces, a sharp look-out is an impossibility; and if it is sworn, in Admiralty suits, that men can see in stormy weather as well as in fine, the evidence must be false. Some years ago, in writing on the causes of collisions, we gave some instances of colour-blindness. It is an established fact that there are persons who cannot discern and describe colours at a distance; and with others all colours blend. Mr. Caldwell, surgeon of the Cunard steamer *Russia*, in an interesting letter in the *Medical Magazine*, says that the quality of

eyesight that was good enough to steer the old sailing packet is by no means adequate to recognise surely and promptly the lights of the modern steamer, where the time for reflection is often limited to seconds; and that more collisions occur through mistaking coloured side lights than almost all causes combined. He attributes this to colour-blindness, blurred vision, and short sight. In the Cunard service this defect has been recognised, and the Surgeons of that fleet are supplied with test-types, plain and coloured, for the detection of similar cases of incapacity amongst the Sailor portion of the crew. Mr. Caldwell thinks it would be a wise precaution if an Officer, before being entrusted with the charge of a watch, should produce a certificate from an oculist as to his eyesight. Whether this should hold good for a voyage or for a term is not stated. A voyage with indifferent vision, but sleepless, and of hardy constitution, could be better trusted than one with clear eyesight but of drowsy habit. It is rather difficult among a miscellaneous lot of men to obtain all the qualifications required. A combination of qualifications seems to be indispensable in some cases. Sobriety, also, has something to do with the question. That collisions occur through the incompetency of look-out men there can be no doubt. When men are working in the loading or discharging of cargo all day, and are placed on the watch at night before their bodies have been recruited by sleep, collisions will happen, and lives continue to be sacrificed. The Cunard ships are noted for their observance of measures that are likely to create safety. The boilers are cleaned out every voyage, the machinery inspected, and the equipment generally looked after. On board such large ships extra hands can be placed on the look-out when nearing soundings, but this precaution cannot be observed by smaller vessels. The two chief sources of collision are—1, negligent or inefficient look-out; 2, continuing vessels' courses till risks are doubled or contact becomes inevitable. To secure good look-out men it should be ascertained whether or not they are affected with colour-blindness or are weak-eyed; and as unhealthy or emaciated Sailors can scarcely be expected to brave the elements, it is a folly to post them where they must become useless. To see a thinly-clad man shivering in the cold when on the look-out is sufficient to predict what may follow; and there are men who go on board vessels totally unprepared to resist inclement weather, for they have no warm clothing or oilskin outer coverings. If the condition of Seamen is taken into consideration, the wonder is that collisions are not more frequent. Men jump, or are helped, on board in a drunken state as a ship is about to leave the docks, and many of them carry all the clothes they possess on their backs. In mail packet lines, where Officers are retained, such scenes are not witnessed, and discipline is kept; but the best-managed ship is often at the mercy of the worst-conducted crew, and it seems to be next to impossible, in the existing condition of affairs, to bring the latter up to the former's standard.

## A VICE-REGAL HAREM.

The following extract from a private letter describes the State Reception of the Harem of the Khedive of Egypt, on the occasion of the recent Kurban Bairam, the great Mohammedan feast of the year:—"This morning we went with a friend to the harem reception at Abdou Palace—a modern, square-built building, with a large central court. In front of it the soldiers were drawn up in line, and in the court were black regiments, besides other soldiers, and a military band. As we came to the entrance-hall some Eastern ladies were leaving the palace. Their flowing drapery was gorgeous in colour and rich with embroidery. Their thin muslin veils, which they seemed merely to hold over their mouths, did not in the least conceal their features, which were delicate. They startled me by the whiteness of their faces and blackness of their eyes and eye-brows. How this effect was produced I could not see, as they passed us so quickly. Coming suddenly into the subdued lights of the vestibule with the glowing radiance of the dresses of so many ladies and attendants, seemed like entering a tent when a flower-show was displayed. We followed our Egyptian friend upstairs—Arab ladies on the stairs and landings everywhere as we passed. Their costumes were always brilliant and rich in the extreme; but we saw nothing purely Oriental except in the dresses of the visitors who were leaving as we arrived. The ladies of the palace wore mostly long flowing dresses, loose in make, and fastened with a sash round the waist. In every case they had a tiny turban of the same colour as the dress, placed on the back of the head like a Parisian bonnet. The hair was almost always gathered up on the top of the head. We passed on till we came to the reception room of the Khedive's chief wife. Before entering we heard an extraordinary noise, which proved to be the singing and playing of six slave girls. They sat in a row, dressed alternately in orange and violet silk. The instruments were a double pipe held in either hand by the performer, and played together on the lips (as in Fra Angelico's pictures), a violin, a lute, a sort of guitar, and two tambourines. Two of these girls were very merry, and sometimes could scarcely sing for laughing. Their singing and playing sounded like a strange weird chant sung very quickly. The Khedive's chief wife sat upon a sofa, shrouded in light greenish satin, embroidered with gold and diamonds. She rose to receive us with much friendliness, and made the usual Arab salutation, kissing her hand and touching her forehead. We were then invited to sit down, and coffee and cigarettes were handed round, and we were all expected to drink and smoke. A younger princess, on another sofa, was fair, with light hair, and looked elegant in white satin, ornamented with gold and diamonds. Both dresses were made in the way I have described. It was generally remarked that the jewels were few compared with last year. The mistresses of the harem spoke French, as did one of the princesses; otherwise we heard nothing but Arabic. The rooms were furnished in French style, with gilding and looking-glasses everywhere, only the beautiful Eastern carpets showed Oriental taste. There were two or three pictures in one room French, but of no particular merit. They were hung high, as wall decorations. There was no piano, and I did not see anywhere a single book, or any other sign of culture. The ladies struck me as pleasing, gentle, and dignified; the few who were less so, and dignified; and all looked ill and unhappy. But for the most part their faces were insipid, and had none of that look of intelligence which cultivation lends to the dull English women. They all looked very much alike

## Quotations.

HONGKONG, March 21, 1877.

OPIMUM.—New Patna, cash...	\$585
" New Benares, cash...	\$574
" New Malwa, cash...	\$558
" Allowance Teels, 16 a 40	
" Old Malwa, cash...	\$580
" Allowance Teels, 16 a 32	
CAMPOR, ... ..	16.50
QUICKSILVER, ... ..	62
SALTPETRE, ... ..	6 a 6.25

## Exchange.

Bank, on demand, ... ..	8/9
" 30 days' sight, ... ..	8/10
" 6 months' sight, ... ..	8/10 1/2
Credit, ... ..	8/10 1/2
Documentary, 6 months' sight, ... ..	8/10 1/2
Bombay, ... ..	23 1/2
Calcutta, ... ..	23 1/2
Shanghai, demand, ... ..	72 1/2
" 30 days' ... ..	73
Bar Silver, 17, dwt. E., ... ..	9 1/2
Mexican, ... ..	2 1/2
Gold Leaf, ... ..	26.30
English Sovereign, ... ..	5.17
Australian Sovereign, ... ..	5.17
Discount, ... ..	7 a 9

## Shares.

Hongkong Bank, 31	
H.K. Fire Ins. Co., \$540	
China Fire Ins. Co., \$150	
China Traders' Ins. Co., \$2,050	
Union Ins. Society of Canton, \$620	
Chinese Insurance Co., \$205	
North China Ins. Co., \$10	
Yongtze Ins. Association, \$10	
H.K. & W. Dock Co., 40	
E.K. & M. S. S. Co., \$8	
Shanghai Steam N. Co., \$10	
Hongkong Hotel Co., \$50	
Chinese Imperial Loan, \$105	

## Temperatures.

Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.

HONGKONG, March 21, 1877.	
BAROMETER—9 A.M. ... ..	30.150
Do. 1 P.M. ... ..	30.098
Do. 4 P.M. ... ..	30.050
THERMOMETER—9 A.M. ... ..	70
Do. 1 P.M. ... ..	75
Do. 4 P.M. ... ..	72 1/2
Do. (Wet bulb) 9 A.M. ... ..	69 1/2
Do. Do. 1 P.M. ... ..	72
Do. Do. 4 P.M. ... ..	71 1/2
Do. Maximum ... ..	75
Do. Minimum over night ... ..	67 1/2

## Shipping Intelligence.

## HOME SHIPPING.

The following is corrected from the latest London Papers:—

DEPARTURES.	
Oct. 5, Wega, from Hamburg to Chelso.	
Nov. 13, Rurik, from Cardiff to Hongkong.	
Nov. 16, Hydra, from Cardiff to Hongkong.	
Nov. 17, Eliza Shaw, from London to Shanghai.	
Nov. 21, America, from Cardiff to Hongkong.	
Nov. 23, Western Chief, from London to Hongkong.	
Nov. 23, Madura, from Cardiff to Hongkong.	
Nov. 23, Hannah Law, from Cardiff to Hongkong.	
Nov. 23, New Era, from Cardiff to Hongkong.	
Dec. 4, Benlutha, from Cardiff to Hongkong.	
Dec. 17, A. E. Vidal, from Hamburg to Hongkong.	
Dec. 17, Carricks, from London to Hongkong.	
Dec. 19, Channal Queen, from Cardiff to Hongkong.	
Dec. 20, Chinaman, from London to Hongkong.	
Dec. 22, Sophie, from New York to Hongkong.	
Dec. 23, Ino, from Greenock to Swatow.	
Dec. 23, John Nicholson, from New York to Shanghai.	
Dec. 27, Undine, from London to Shanghai.	
Dec. 29, Ulysses (str.), from Liverpool to Shanghai, (t Singapore, repairing).	
Dec. 29, Canaan, from Cardiff to Hongkong.	
Jan. 4, C. R. Bishop, from London to Hongkong.	
Jan. 11, Windhover, from London to Shanghai.	
Jan. 12, Woodhall, from Hamburg to Hongkong.	
Jan. 12, Hope, from London to Hongkong.	
Jan. 18, Grylls, from Cardiff to Hongkong.	
Jan. 18, Batavia, from Hamburg to Hongkong.	
Jan. 31, Radnorshire (str.), from London to China and Japan (left Singapore on 16th March.)	
Jan. 31, Forward Ho, from London to Shanghai.	

## LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers *via Suez Canal*.

Agent.	
Argentine.	Glenartney.
Fleura Castle.	
Sailing Vessels.	
Sir Lancelot.	Bellied Will.
City of Aberdeen.	Perith.
Antwerp.	Enid.
Daphne.	Osaka.
Commissary.	Albert Victor.

At Liverpool.

Albion (str.)	Glaucus (str.)
C. W. Cochrane.	A. S. Davis.
Callar Ott.	Robert Henderson.
Frederick P. Lichfield.	

At Glasgow.

Glenavon (str.)



## Insurances.

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**  
HEAD OFFICE—HONGKONG.  
GENEROUS at all the Treaty Ports of China and Japan, and at Singapore, Saigon, and Penang.  
Rates accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.  
NO CHARGE FOR POLICY FEE.  
JAS. B. COUGHTRIE,  
Secretary.  
Hongkong, November 1, 1871.

## LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two Millions Sterling.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Mithades, on Goods on board Vessels and on Halls of Vessels in Harbour, at the usual Terms and Conditions.  
Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.  
If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to  
**ARNHOLD, KARBURG & Co.**  
Agents Hongkong & Canton.  
Hongkong, January 4, 1867.

## ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHRS &amp; Co.,

Agents, Royal Insurance Company.

## CHINESE INSURANCE COMPANY.

(LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT &amp; Co.,

General Agents.

Hongkong, April 17, 1873.

## QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against Fire to the extent of £25,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON &amp; Co.,

Agents.

Hongkong, January 1, 1874.

## NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN &amp; Co.,

Agents.

Hongkong, July 6, 1875.

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE &amp; Co.

Hongkong, July 25, 1872.

## MANCHESTER FIRE ASSURANCE COMPANY.

THE Underigned Agents are in receipt of Instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE &amp; Co.

Hongkong, January 8, 1876.

## MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE &amp; Co.

Hongkong, October 14, 1868.

## Mails.

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS POSTE FRANÇAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE, ADEN, SUEZ,  
ISMALIA, PORT SAID, NAPLES,  
AND MARSEILLES;  
ALSO,  
BOMBAY, MAHE, ST. DENIS, AND  
PORT LOUIS.

ON THURSDAY, the 22nd March, 1877, at Noon, the Company's S. S. ANADYR, Commandant MOREAU, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping orders will be granted till noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 21st March, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)  
Contents and value of Packages are required.

For further particulars, apply at the Company's Office.  
H. DU POUY,  
Agent.

Hongkong, March 17, 1877. m22



## STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London;  
ALSO,  
Bombay, Madras and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship KANIGAR, Captain BAKER, will leave this on THURSDAY, the 20th Instant, at Noon.

For further Particulars, apply to  
A. MOYER, Superintendent.  
Hongkong, March 18, 1877. m23

## Occidental &amp; Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,

IN CONNECTION WITH THE CENTRAL

and

UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND

ATLANTIC STEAMERS.

THE S. S. "BELGIO" will be de-

parted for San Francisco via Yokohama, on TUESDAY, the 3rd Proximo,

at 3 p.m., taking Cargo and Passengers to Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 2nd Proximo. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, March 19, 1877. ap3

## Intimations.

## THE MEDICAL HALL,

37, Queen's Road, Hongkong.

ESTABLISHED 1853.

TH. KOFFER, Proprietor.

Hongkong, April 23, 1876. ap23

## THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE CHINESE MAIL.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agencies is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

OHUN AYIN,

Manager.

Hongkong, February 23, 1874.

## Intimations.

## EXPOSITION UNIVERSELLE DE 1878.

THE CONSUL for FRANCE has the honour to inform those Persons who wish to take part in the intended Exhibition, that they will find at the CONSULATE all information and Particulars they may require.

For the Consul,  
G. BOULOUZE, Vice-Consul.  
Hongkong, December 18, 1876.

## HONG LISTS.

Circular, large sheet.  
THE AMENDED HONG LIST in English and Chinese, containing the Names of all the most important Companies, Institutions and Mercantile Houses in the Colony.

Price, 25 cents each; or \$2.50 per dozen.

At the "China Mail" Office.

## AFONG,

PHOTOGRAPHER,

by appointment, to  
H. E. SIR ARTHUR KENNEDY,  
GOVERNOR OF HONGKONG;  
and to  
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

Wyndham Street, formerly ATHLETIC CLUB, HAS on hand the Largest and Best collection of Views of China, Photographs Albums, Frames, Cases, &c., of assorted sizes, Photographs enlarged from C. D. V. also to life size and coloured in oil. A new apparatus for Photography has been received from England; he is prepared to take Photos. of Buildings and Interiors at the shortest distance.

Hongkong, July 17, 1876.

## THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents—

Macao.—Man Chun Shup.

Canton.—Sing Onn Native Post Office, Liong Hing Street; Ohn Heng Low Hotel, Liong Hing Street; Kwong Tin Fat Shop, Yan Tai Street; Mr Sit Onn Fat, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Heng Shop, Sin Choong, Honam.

Szeatou.—Bul Cheong Hong; Woh Shun Loong Hong.

Amoy.—Ohn Cheong Hong, Mook Kok Street.

Fuchow.—Mr Yu Ching Cheong, Fuchow Arsenal; Mr Lum Kwok Ching, Maritime Customs.

Shanghai.—Mr Ng Ching Shun, Maritime Customs; Mr Ho Yuen Chuen, Maritime Customs; Mr Chun Sing Hoi, Messrs Jardine, Matheson &amp; Co.; Mr Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kee Shop.

Ningpo.—Mr Sung Min Chee, Maritime Customs.

Hankow.—Yee Hing Hong.

Ohfo.—Yee Shun Hong.

Japan.—Mr Leong Chun Tong, Municipal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fong Tai Hong.

The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express couriers who carry the official despatches and Peking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 10, 1874.

## W. BALL,

CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,

Near the Canton Steamer's Wharf.

Hongkong, July 15, 1876.

## NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued daily instead of twice a week as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the China Mail.

The usual success which has attended the Chinese Mail makes it an admirable medium for advertisement.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &amp;c., address

Mr OHUN AYIN,

Manager.

China Mail Office,

17th February, 1874.

## Intimations.

## HONGKONG.

Chs. J. GAUPP &amp; Co.,

WATCHMAKERS &amp; JEWELLERS,

38, Queen's Road,

NAUTICAL INSTRUMENTS,

CHRONOMETERS,

&amp;c., &amp;c., &amp;c.

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch.

Hongkong, May 1, 1876. tt.

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FIENG-SHUI; or, THE FUNDAMENTALS OF NATURAL SCIENCE IN CHINA. By Dr. S. J. KITZEL. One Volume. 8vo. Price, \$1.50.

BUDDHISM, ITS HISTORY, THEORY AND POPULAR RELIGION, in three Lectures. By Dr. E. J. KITZEL. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane, Crawford & Co.

Hongkong, July 31, 1873.

## PRICE \$6.

## THE TREATY PORTS

OF

## China and Japan.

A COMPLETE GUIDE TO THE OPEN PORTS OF THOSE COUNTRIES, TOGETHER WITH Peking, Yedo, Hongkong and Macao.

FORMING A GUIDE BOOK & VADE MECUM FOR TRAVELLERS, MERCHANTS, AND RESIDENTS IN GENERAL.

By WM. F. MAYERS, N. B. DENNIS, and CHAS. KING.

COMPILED AND EDITED BY N. B. DENNIS, F.R.S.

LONDON: N. TRUBNER & Co. Hongkong: China Mail Office.

Price, \$6, leather half bound.

The scope of this work includes detailed descriptions of important Sites and Monuments, notes on the CLIMATE and general TOPOGRAPHY, FAUNA, FLORA, GEOLOGY and METEOROLOGY of each Port and its neighbourhood, with HISTORICAL NOTICES and minute details respecting the rise and progress and social characteristics of the several foreign settlements. To these particulars are added summaries and statistics of the TRADE of each open Port, compiled from official returns, together with statements respecting COINAGE, CURRENCY, and EXCHANGES, LINES OF STEAM COMMUNICATION, DISTANCES, and rates of PASSAGE MONEY. Hints, and recommendations to travellers, giving full particulars of CUSTOMS and mode of proceeding to the less frequented settlements are also included, combined with notes on DOMESTIC MARKETS and Mode of Living.

In addition to furnishing similar particulars, the Section devoted to Hongkong contains an historical sketch forming a chronological index of the chief events which occupied public attention between 1841 and 1866, including POLITICAL EVENTS, the passing of important ORDINANCES, the ARRIVAL and DEPARTURE of RESIDENTS, a record of the most notable PYRAMIDS, ROBBERS, MURDERS, FRAUDS, FIRES and CRIMINAL TRAFFIC, ADDRESSES and REPRESENTATIONS, &c., &c.

The appendix contains full tables of the various steam companies' lines. It also includes a CATALOGUE of over 440 works published in the English language upon China and Japan, while a copious INDEX at the end of the work affords a ready means of reference to the reader.

## To Let.

TO LET.

With Occupation on 23rd April.  
THE House No. 9, Albany Road, at present occupied by ADAM SIENKIEWICZ, Esq., Consul for France.

Apply to  
R. G. ALFORD, Surveyor,  
No. 2, Queen's Road Central.

Hongkong, March 17, 1877. m24

## TO LET.

N. O. 3, PRINCE TERRACE, ELGIN STREET, with Immediate Possession.

Apply to  
LANE, CRAWFORD & Co.  
Hongkong, February 7, 1877.

## TO LET.

HOUSE No. 7, Cairns Road, lately occupied by Mr PARKER.

House No. 10, Albany Road, at present occupied by the Rev. R. H. KIDD.

Business Villa, Pok-foo-lun, Fufuk-lun.

DAVID SASSOON, SONS & Co.  
Hongkong, February 18, 1877.

## TO LET.

THE Upper Portion of Nos. 42 and 44 Queen's Road.

Apply to  
DOUGLAS LAPRAIR & Co.  
Hongkong, November 17, 1876.

## TO BE LET.

THE PREMISES No. 38, Queen's Road, at present in the occupation of the Borneo Company.

TURNER & Co.  
Hongkong, February 8, 1877.

## HONGKONG MARKET PRICES.

Corrected to Saturday, March 17, 1877.

At 1110 Cash per Dollar Mexican.

Highest and Lowest Cash.

Butcher Meat.

Bacon, English, lb. 450 400

" Ame. Sugar cured, 300 250

" Foochow, 160 140

Beef, sirloin and prime cut, cy. 160 150

Beef Corned, 150 140

" Roast, 150 140

" Soup, 90 80

" Steak, 150 140

Bullocks' Brains, per set 60 50

" Tongue, fresh, each 275 250

" " corned, 320 300

" Head, 600 500

" Heart, 150 140

" Feet, 50 40

" Kidneys, 60 50

" Tail, 100 90

" Liver, 80 60

" Tripe (undressed), catty 50 40

Calves' Head and Feet, set 500 400

Hams, American, lb. 300 280

" Chinese, 180 170

" English, 360 340

Mutton Chop, 180 170

" Leg, 180 170

" Shoulder, 150 120

" Liver, 130 120

Pigs' Chittlings, catty 60 50

" Feet, 100 90

" Fry, 110 100

" Head, 90 80

" Heart, 60 50

" Kidneys, 80 70

" Liver, 100 80

Pork Chop, catty 180 140

" Corned, 130 120

" Leg, 160 140

" Fat or Lard, 110 100

Sheep's Head and Feet, set 340 320

" Heart, 60 40

" Kidneys, 80 70

Sucking Figs, 1750 1000

Veal, catty 140 120

Capons, catty 200 180

Deer, each \$2.00 \$1.50

Ducks, catty 110 100

Eggs, Hen, doz. 100 —

" Duck, 100 —

" Salt, 120 —

Fowls, catty 180 160